

SOUTHERN CALIFORNIA



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Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

MEETING OF THE

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

Thursday, September 21, 2006

9:30 a.m. – 12:00 p.m.

***** note start time *****

SCAG Offices

818 W. 7th Street, 12th Floor

San Bernardino Conference Room

Los Angeles, CA 90017

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Video Conference Location

SCAG Inland Empire Office

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PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

AGENDA

*Any item listed on the agenda (action or information)
may be acted upon at the discretion of the Committee.*

PAGE#

TIME

1.0 CALL TO ORDER & INTRODUCTIONS

Doug Kim, LACMTA,
Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 CONSENT CALENDAR

3.1 Approval Items

- 3.1.1 Approve Minutes of August 17, 2006
Attached

1

4.0 DISCUSSION ITEMS

4.1 2007 Air Quality Management Plan

Jonathan
Nadler, SCAG

15 minutes

4.2 Standing Items

4.2.1 Growth Forecast

*2000 Census Jurisdiction-Level Income
Distribution*

Frank Wen,
SCAG

20 minutes

*Existing Housing Needs Based on
HUD Data*

Joe Carreras,
SCAG

20 minutes

4.2.2 Highways and Arterials

*Preliminary Freeway Bottleneck
Analysis*

Tarek Hatata,
System Metrics

30 minutes

4.2.3 TDM / Non-Motorized

*Status Report on RTP Non-Motorized
Element*

Alan Thompson,
SCAG

10 minutes



SOUTHERN CALIFORNIA
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AGENDA

- | | | | |
|-----|--|---|------------|
| 4.3 | <u>Transit Performance Measures Based on
National Transit Database</u> | Tarek Hatata,
System Metrics | 15 minutes |
| 4.4 | <u>Update on 2004 RTP Gap Analysis</u> | Naresh Amatya,
SCAG | 10 minutes |

5.0 STAFF REPORT

6.0 ADJOURNMENT

The next meeting of the Plans & Programs Technical Advisory Committee will be held at the SCAG offices on Thursday, October 19, 2006.

Plans & Programs Technical Advisory Committee (TAC)

August 17, 2006

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING. THE AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The TAC held its meeting at the SCAG offices in Downtown Los Angeles. The meeting was called to order by Vice Chair Richard Marcus, OCTA.

Members Present

Grace Balmir	FTA/FHWA
Gerald Bare	Caltrans District 7
Joanna Capelle	SCRRA
Deborah Diep	CDR, CSU Fullerton
Kim Fuentes	South Bay Cities COG
Dana Gabbard	So. Calif. Transit Advocates
Falan Guan	LACMTA
Tarek Hatata	System Metrics Group
Mark Herwick	County of Los Angeles
Jack Humphrey	Gateway Cities COG
Richard Marcus	OCTA
Paula McHargue	LAWA
Catherine McMillan	CVAG
Miles Mitchell	LADOT
Ian Pari	City of Santa Clarita
Tracy Sato	City of Anaheim
Eileen Schoetzow	LAWA
Ty Schuiling	SANBAG
Gail Shiimoto-Lohr	OCCOG
Bruce Smith	Ventura County RMA
Cheryl Stecher	Franklin Hill Group
John Stesney	LACMTA
Linda Taira	Caltrans District 7
Carla Walecka	Transportation Corridor Agencies

Via audio/video conference

Ben Cacation	Ventura County APCD
Brian Kuhn	City of Palmdale

SCAG Staff

Naresh Amatyia	Wesley Hong	Rich Macias
Mark Butala	Hsi-Hwa Hu	Annie Nam
Joe Carreras	Hasan Ikhrata	Alan Thompson
Ping Chang	Philip Law	Teresa Wang
Simon Choi	Rongsheng Luo	Danny Wu

Plans & Programs Technical Advisory Committee (TAC)

August 17, 2006

Minutes

1.0 Call to Order and Introductions

Vice Chair Richard Marcus, OCTA, called the meeting to order. Introductions were made.

2.0 Public Comment Period

There were no comments.

3.0 Consent Calendar

3.1 Approval Items

3.1.1 Approve Minutes of June 15, 2006

The meeting minutes were approved with one correction: the word “levee” was misspelled in the second paragraph of Item 4.1 on page 3 of the minutes. Ms. Gail Shiimoto-Loehr, OCCOG, noted that some of the information summarized in Item 4.6 of the minutes is no longer current, and asked that SCAG staff, when presenting Item 4.3 of the current agenda, update the TAC on the changes that have occurred.

3.2 Receive and File

3.2.1 Task Force Meeting Summaries

Mr. Ty Schuiling, SANBAG, stated that future task force meeting summaries should include the Regional Council, CEHD, and EEC.

4.0 Discussion Items

4.1 OCTA Long Range Transportation Plan

Mr. Richard Marcus, OCTA, presented this item. OCTA’s Long Range Transportation Plan (LRTP) was adopted on July 24, 2006. OCTA will forward the LRTP to SCAG as its project submittal for the 2007 RTP. OCTA examined four scenarios: Baseline/No Project, Constrained (no reauthorization of Measure M after 2011), Balanced Plan (assumes successful Measure M extension), and Unconstrained. The OCTA Board selected the Balanced Plan as the preferred alternative. The extension of Measure M is dependent upon voter approval this November.

The LRTP has three goals: improve mobility, protect our transportation resources, and enhance the quality of life. OCTA developed an Environmental Impact Report on the Plan, covering the Measure M extension program. The Balanced Plan is expected to

reduce delay by 37% over the Baseline in 2030, increase morning peak freeway speeds by 22%, and increase daily transit trips by 26%.

In response to a question, Mr. Marcus stated that the LRTP does not assume passage of the Bond Measures, while the Bond Measures assume the extension of Measure M. Federal funds total \$4 billion through 2030, state funds \$5.9 billion, and local funds \$30.9 billion (assuming extension of Measure M) and \$18.4 billion (no extension of Measure M). The LRTP Balanced Plan directs \$11.5 billion to freeways, \$13 billion to roadways, \$16.1 billion to transit, and \$237 million to environmental mitigation. OCTA is developing a short-range action plan to implement the LRTP.

4.2 Standing Items

4.2.1 Growth Forecast

2007 RTP Regional Growth Forecast with Policy Impacts

Mr. Hsi-Hwa Hu, SCAG, presented the employment forecast. In March 2006, staff presented the trend-based growth forecast to the TAC. To develop the integrated growth forecast, two policy elements have been incorporated to reflect the Compass Blueprint program and private sector investments in transportation projects. The Compass program results in redistribution within counties but has no influence on the county-level forecast. The private sector investments are above and beyond historical trends and are expected to create additional job growth, which in turn would be followed by more households and population. Impacts from the two policy elements are assumed to begin in 2015.

The total job impact in 2035 due to private investment in transportation is 340,000 jobs, with 64,000 coming from construction and 276,000 from logistics-related transportation improvements such as direct new transportation jobs, direct wholesale trade jobs, and indirect and induced jobs.

There were a number of questions regarding how the additional jobs would be distributed to the county and city levels and how this related to the RHNA. Mr. Hu stated that the distribution to the city level was done in the 2004 RTP. SCAG will look at several factors, including past growth by NAICS sector, the 2004 RTP local input, and the job/housing balance particularly at the subregional level.

There were a number of questions regarding the job/housing ratio. Mr. Hu stated that, in terms of job/housing balance, the more critical area was North LA County, which was projected to see substantial household growth, and the strategy was to allocate employment to this area. For other areas, staff calculated the existing job/housing ratio from the No Project forecast and the

strategy was to move the subregions towards the regional average. Mr. Hu stated he could provide the subregional job/housing ratio for the No Project and Plan forecasts.

Ms. Tracy Sato, City of Anaheim, stated that there is a RHNA requirement that the detailed methodology be provided to jurisdictions and the state and this is one of those minor factors that could significantly impact a smaller city. SCAG would need to identify the policies that drove the decision making and methodology.

Mr. Ty Schuiling, SANBAG, stated that the more impacting issue is the Compass redistribution within the county. We are talking about reliance on this forecast as the basis for the new program that replaces RHNA. Statements to the effect that we're dealing with "county level" or "subregional level" are no longer applicable when we're using a growth forecast as the basis for a RHNA-like process. Also, the legislation being proposed now is a 20+ year look at regional housing needs. Neither the area flexibility nor the timeframe flexibility we've used in the past will apply if the legislation were to pass.

Next, Mr. Simon Choi, SCAG, presented the impact on population and households of the private sector investment. The job impact discussed by Mr. Hu is translated into a population impact using the economic-demographic model. The implied unemployment rate for 2035 is 4.9% in the baseline forecast. Given this rate and the increased jobs, there must be an increase in workers and population through domestic or international migration. The model indicates that 740,000 people, including 340,000 workers, should be added to the 2035 baseline forecast. Of the 340,000 workers (740,000 people), 180,000 workers (400,000 people) would be available from the regional labor market (assuming a slight increase in the labor force participation rate) and 160,000 workers (340,000 people) would be added through net domestic migration.

Mr. Choi stated that on the household side, 170,000 households are added to the forecast, with 76,000 coming from a slight increase in the headship rate as a result of the private sector investment. Mr. Choi provided for information purposes an estimate of housing forecast that was calculated using the draft household forecast and the 2000 Census total vacancy rates by county, in a manner consistent with the Department of Finance. He clarified that this table was for information purposes only and not for RHNA. The TAC asked to see the formula and data for the table.

The TAC asked how the additional jobs, population, and households presented today were allocated to the county level. Mr. Choi stated that staff used the same methodology as was used in the 2004 RTP, and that these are draft numbers that will undergo the subregional review process for local input. Ms.

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Sato asked how the subregional input would be considered or incorporated into the forecast. Ms. Deborah Diep, CSU Fullerton, asked if the RHNA trade and transfers would be reflected in the RTP forecast.

Compass Subregional Growth Forecast Workshops

Mr. Mark Butala, SCAG, discussed a memorandum to the subregional coordinators on July 26, 2006 regarding subregional land use workshops. SCAG will be hosting approximately 14 workshops (at least one in each subregion) where participants will provide input to SCAG to help refine the small area allocation in an interactive process. Participants will work on maps depicting the 2035 draft growth forecast at the small area in terms of development types. The workshops will be scheduled for October and November.

Mr. Bruce Smith, Ventura County, asked if the projections would be provided to the subregions in advance of the workshops. Mr. Butala stated that the cities and subregions would receive a packet no less than 14 days in advance of the workshops, including all of the numbers down to the TAZ level with four major variables and in five-year increments, along with a map of the subregion with development types. Mr. Smith stated that his understanding was that the Regional Council gave direction to proceed under the assumption that the RHNA legislation would pass and that these workshops would act as RHNA workshops. If so, the RHNA pilot legislation provides for a 30-day notification rather than 14 days. Mr. Butala stated that if the legislation passes, we will have a regionwide workshop to discuss the RHNA process, and we will meet the 30-day posting requirement for that. These workshops will follow that first workshop.

Ms. Tracy Sato, City of Anaheim, stated that the water and other utilities should be invited to the workshops to provide input on infrastructure capacity, and they would need at least 30 days to be able to provide meaningful input. Ms. Sato asked how and if the subregional and local input would be able to change the overall growth vision and if it would be possible to maintain the subregional totals.

Mr. Hasan Ikhrata, SCAG, stated that Friday is the deadline for whether someone will sponsor a bill to move forward with the Pilot Program. Regardless of whether we do the Pilot Program or the existing RHNA, we should link the growth forecast to housing. Compass will affect distribution within a county but will not change the subregional totals. Staff will ask the CEHD on September 14 to create a subcommittee to guide the development of methodology and policies to govern housing, fair share, etc. In October we will bring the draft methodology to the CEHD for release to the cities, counties, and

other interested parties. The TAC should be an integral part of this discussion. There will be a workshop in October to discuss the methodology, and staff will return to the CEHD in November to approve the final methodology. After that, the subregional workshops can be scheduled. A RHNA timeline was distributed.

4.2.2 Highways and Arterials

System Management at the Corridor Level – I-880 Example

Mr. Tarek Hatata, System Metrics, presented an overview of the system management study of the I-880 corridor that System Metrics is working on as a sub to the California Center for Innovative Transportation. The approach focuses on a detailed performance assessment and micro-simulation based analysis. The micro-simulation can help quantify benefits due to operational strategies and can be more effective in discussions with stakeholders.

Using PeMS data from January 2003 to December 2005, System Metrics calculated weekday averages by month, direction, and time of day. They also calculated average delay by time of day for weekdays, as well as the productivity measure of lost lane-miles by time period and the travel time reliability. System Metrics also examined collision data and identified CHP reported incidents on the corridor. Mr. Hatata stated that a preliminary analysis by UC Berkeley suggests that collisions cause about a third of total delay in the morning and evening peak periods. Next, Mr. Hatata discussed how corridor bottlenecks were identified and analyzed using HICOMP as a starting point and PeMS speed contour maps. Bottlenecks were further analyzed using aerial photos and field observations.

System Metrics evaluated the MTC RTP for I-880 projects and found that out of about 100 projects on the corridor, 50 had nothing to do with the bottlenecks that were identified. The rest were categorized as indirect and direct (in terms of addressing the bottlenecks) and near term and long term. There were more indirect projects than direct, and some tried to address bottlenecks that did not exist. Mr. Hatata noted that transit is considered indirectly through the modeling by using the origin-destination trip tables from model runs that included transit improvements. The next steps will focus on testing different scenarios developed to address the bottlenecks.

In response to questions from TAC members, Mr. Hatata stated that System Metrics has started a similar assessment of I-5 in Orange County. Southern California has roughly 60% to 70% reliability in detection. Also, MTC has already defined specific corridors while SCAG has not. Mr. Ty Schuiling, SANBAG, stated that SCAG should coordinate an analysis of at least route by

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county. Mr. Hatata stated that the goal is to identify major bottlenecks in the SCAG region using PeMS and to compare this to the proposed projects.

4.2.3 TDM / Non-motorized

There was no report.

4.3 2007 RHNA Methodology and Assumptions for Estimating Regional Housing Construction Need

Mr. Joe Carreras, SCAG, presented this item. Mr. Carreras stated that staff is receiving a lot of input and is crafting a Pilot Program that will be hopefully be widely accepted in the end. He reviewed the basic goals of the RHNA, which are compliance with the law, accurate projections, consensus of results, and fairness of the process. Mr. Bruce Smith, Ventura County, stated that clarity or transparency should also be a goal.

Mr. Carreras stated that factors not to consider include certain growth controls that are not associated with public health and safety, and current zoning because there needs to be room for alternative development scenarios. A major element in a needs assessment is current unmet needs which are generally much higher than future construction needs. This includes the homeless, those in overcrowded units, and those paying a high percentage of household budget for housing. In terms of calculating construction need, 90% to 95% is based upon household growth, which is based on employment growth, aging, ethnicity, household formation, and tenure choice. The rest of the need comes from adjustment of the housing stock, which includes the preservation of affordable housing and replacement of lost units.

Mr. Bruce Smith, Ventura County, asked why the housing forecast numbers were low in the beginning and end of the forecast period, and so much higher than last time in the 2005 to 2030 period. Mr. Carreras stated that the level of housing forecasted is related to the economic forecast and anticipated population growth, including an ideal total vacancy adjustment for a healthy housing market. A regional housing needs assessment is based on social policy considerations as well as construction needs for the population in households, including vacant units available for sale or rent, which support regional fair share housing goals by income group. Replacement housing needs are also counted. Nearly all housing need, in either case, is dependant on household formation headship rates that are influenced by age, ethnicity, sex and income assumptions built into the economic and population forecasts for the planning period.

Ms. Gail Shiimoto-Lohr, OCCOG, asked what the definition is for the current RHNA planning period. Mr. Ikhrata stated that under existing statute, the RHNA period goes through 2014. Under the proposed Pilot Program the growth forecast goes through 2035 in five-year increments. Mr. Ikhrata stated that we would hold a special TAC

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meeting before the September 14 CEHD meeting to discuss the RHNA methodology. Questions should be sent to SCAG staff in advance of the meeting.

5.0 **Staff Report**

Mr. Naresh Amatya, SCAG, stated that SCAG has received project submittals from Riverside and San Bernardino Counties. It is crucial to obtain this input from the counties in order to conduct the needs assessment and develop alternatives for evaluation. Additionally, SCAG is continuing to work on a gap analysis to bring the 2004 RTP into compliance with the new SAFETEA-LU requirements. There is a Notice of Proposed Rulemaking on SAFETEA-LU regulations and it includes a clarification of the plan horizon year. We had revised our horizon year to 2035 to maintain a minimum 20-year horizon during the life of the 2007 RTP (2007-2011), however the new federal clarification states that the horizon requirement only applies to the year the plan is adopted. We now have the option to go back to the 2030 plan horizon year for the next RTP.

6.0 **Adjournment**

The next regular meeting was announced as September 21, 2006. A notice will be sent out to the TAC members regarding the special meeting on RHNA. The meeting was adjourned.